

Message Text

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13

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TAGS: BDIS BEXP JA US

SUBJ: JAPANESE AUTOMOTIVE EMISSION STANDARDS FOR 1977 -

EFFECT ON U.S. EXPORTS

SUMMARY: FOLLOWING OFFICIALS OF FORD MOTOR COMPANY CALLED ON EC/MIN ON JANUARY 13: W.J. MORIARTY, PRESIDENT, FORD MOTOR CO (JAPAN) LTD: JOHN A. STARKEY, ENVIRONMENTAL AND SAFETY OFFICER, GOVERNMENTAL AFFAIRS, FORD OF EUROPE INC; AND ROGER E. MAUGH, ASST DIRECTOR, AUTOMOTIVE EMISSIONS OFFICE, ENVIRONMENTAL AND SAFETY ENGINEERING STAFF, FORD MOTOR COMPANY, DETROIT. PURPOSE OF VISIT WAS TO DISCUSS PROBLEM WHICH FORD ANTICIPATES IN MEETING NITROGEN OXIDE (NOX) EMISSION STANDARDS FOR LARGE AUTOMOBILES WHICH GOJ PLANS TO ANNOUNCE SHORTLY FOR ENFORCEMENT AFTER APRIL 1977. END SUMMARY.

1. FORD OFFICIALS SAID THEY HAD MET WITH OFFICIALS CONCERNED WITH AUTOMOBILE EMISSION STANDARDS IN TRANSPORT MINISTRY, MITI, AND ENVIRONMENTAL AGENCY TO EXPLAIN FORD'S EMISSION CONTROL CAPABILITIES FOR 1977/78 PERIOD WHEN GOJ WILL BEGIN ENFORCING "INTERIM" STANDARD OF 0.85 GRAMS PER KILOMETER FOR NOX EMISSIONS IN IMPORTED AUTOMOBILES. ACCORDING TO MR. MAUGH, THE 0.85 GR/KM LEVEL WAS BASED ON JAPANESE CAPABILITIES, WITH CURRENT TECHNOLOGY, FOR MEETING STANDARD IN CARS WEIGHING UP TO ABOUT 1,750 KGS (WHICH INCLUDES ABOUT 99 PERCENT OF JAPANESE-MADE CARS). MAUGH

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SAID FORD ALSO CAN MEET THIS STANDARD WITH ITS SMALLER

MODELS (BUILT TO CALIFORNIA EMISSION STANDARDS). HOWEVER, NEITHER FORD NOR OTHER U.S. MANUFACTURERS CURRENTLY HAVE TECHNOLOGY TO MEET THE JAPANESE NOX STANDARD IN CARS WEIGHING OVER 1,750 KGS, AND FORD DOES NOT ANTICIPATE THAT NEW TECHNOLOGY ADEQUATE TO MEET THE STANDARD IN LARGE CARS CAN BE DEVELOPED OVER THE NEXT SEVERAL YEARS. CONSEQUENTLY FORD HAS EXPLORED WITH JAPANESE OFFICIALS SEVERAL ALTERNATIVES TO PERMIT SALE OF LARGE AUTOMOBILES AFTER THE NEW NOX STANDARD BECOMES EFFECTIVE BUT GOJ OFFICIALS WERE NOT SANGUINE ABOUT ANY OF FORD'S SUGGESTIONS. FORD IS CONCERNED THAT STANDARDS TO BE APPLICABLE IN EARLY 1977 MAY BE PUBLISHED SHORTLY AND, ONCE PUBLISHED, ACCOMMODATION TO PROBLEM POSED FOR LARGER V8 VEHICLES MAY BE MUCH MORE DIFFICULT. FORD ANTICIPATES THAT FAILURE TO GAIN TEMPORARY RELIEF FROM APPLICATION OF THE STANDARD WOULD HAVE "DISASTROUS" EFFECT ON EXPORT OF U.S. AUTOMOBILES TO JAPAN.

2. EC/MIN COMMENTED THAT EMBASSY WANTS TO BE AS HELPFUL AS POSSIBLE ON THIS PROBLEM. HOWEVER, HE DID NOT CONSIDER THAT ANYTHING SHORT OF AN OFFICIAL REPRESENTATION TO GOJ, BASED ON INSTRUCTIONS FROM WASHINGTON, WOULD BE VERY EFFECTIVE. HE SAID EMBASSY WOULD REPORT FORD'S CONCERN TO DEPARTMENT BUT SUGGESTED THAT FORD MIGHT ALSO WANT TO MAKE A DIRECT PRESENTATION OF THE PROBLEM IN WASHINGTON. THE VISITORS AGREED THAT THIS WOULD BE A USEFUL APPROACH.

3. COMMENT. FORD REPS LEFT DOSSIER OF MATERIAL WITH EC/MIN WHICH WE TRANSMITTING TO DEPARTMENT (EB/ITP/OT) BY AIR POUCH. WE ALSO KEEPING A COPY FOR POSSIBLE FUTURE USE IN SUPPORT OF ANY REPRESENTATIONS WE MIGHT BE INSTRUCTED TO MAKE TO GOJ. ASSUME THAT DEPARTMENT WOULD NOT WANT EMBASSY TO MAKE A FORMAL REPRESENTATION UNTIL MATTER HAS BEEN CONSIDERED IN WASHINGTON.
HODGSON

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